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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY REPORT

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# INFORMATION REPORT

# REPORT

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1. In early March 1953, [ ] construction work on the Birkenwerder-Briesselang section of the Nordwestring Berlin was being accelerated. Earth work and construction work on switches was under way during the reported period.<sup>1</sup> Connecting lines were being built from the Magerviehof railroad station. The railroad projects mentioned were supervised by Deputy Director General, Railroads, Richard Staimer.<sup>2</sup>
2. In early March, [ ] construction work on the line between Birkenwerder and Briesselang, the so-called Nordwestring Berlin, was being accelerated. The work was directed by a special construction headquarters located at Hohenschoepping. The project includes the construction of two connecting curves between Briesselang and the Berlin-Hamburg railroad line.<sup>1</sup>
3. On 24 February, the president of the Greifswald regional railroad headquarters announced that all non-urgent railroad construction projects had to be postponed or even cancelled. The financial means available for 1953 had to be mainly spent on projects connected with Volkspolizei requirements, particularly on Ruegen Island.<sup>3</sup> The president further announced that 5.2 and 6.5 million eastmarks would be allocated in 1954 and 1955 respectively for the reconstruction of the Ducherow-Ahlbeck railroad line and that it was planned to reconstruct the railroad bridge near Karnin in 1954.<sup>4</sup>
4. From 2 to 4 March, a conference was held at the Investments Department of the Directorate General, Railroads, Berlin, and subsequently at the "Deutsche Investbank" on the financing of the reconstruction of the railroad bridge over the Oder River near Neuruednitz.<sup>5</sup>

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- a. In 1953, it is planned to construct a connecting curve from Ballwitzerhof on the Guestrow-Rostock line to the Rostock-Stralsund line.
- b. The Bramow-Warnemunde and Krebsfoerden-Holthusen railroad lines are to be double-tracked in 1953.<sup>6</sup>
- c. It is intended to convert the Sternbuchholz railroad station into a military entraining point.<sup>7</sup>
- d. With a view to improving troop loading facilities at the Neubukow railroad station the crossing loop at this station has been lengthened from 300 to 700 meters. The loading siding has also been extended. In the course of 1953, an additional loading siding is scheduled to be constructed, while the end- and side-loading ramp is to be lengthened and reinforced.<sup>8</sup>

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6. In late February, [ ] the single-track Sagard-Borchtitz-Glowe railroad line was nearing completion.<sup>3</sup>

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7. [ ] the Ducherow-Ahlbeck railroad line was to be reconstructed in 1954.<sup>4</sup>

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8. In early March, a bridge assembly plant was located on railroad terrain in Cottbus. The bridges constructed at the bridge department of the Cottbus railroad construction enterprise were assembled and tested there before being shipped to their places of destination. During the reported period, a railroad bridge near Falkenberg was being repaired and preparations were under way for the construction of a double-track steel girder bridge over the Neisse River near Muskau. The Polish railroad administration will share in the cost of the bridge, but the construction work itself will be executed exclusively by the Cottbus railroad construction enterprise. The engineers detached for construction work on this bridge have already requested Polish visas.<sup>9</sup> The Cottbus railroad construction enterprise has also detached several engineers and auxiliary personnel for the construction of a bridge across Lake Templin, which will be built by the Berlin railroad construction enterprise.<sup>10</sup>

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9. In mid-January, the reconstruction of the railroad viaduct at Wuischke, 1 km northeast of Weissenberg, was started with 80 workers. The two end arches of the bridge were demolished in 1945 and later replaced by temporary wooden structures. The viaduct, which is about 70 meters long, carries one track.<sup>11</sup> The railroad viaduct near Herrenhut on the Loebau-Zittau line was also to be reconstructed. The two middle arches of the viaduct were demolished in 1945 and also replaced by wooden structures. The viaduct is about 60 meters long.<sup>11</sup>

10. In late February, [ ] the railroad bridge over the Oder-Spree Canal about 1 km east of Muellrose was nearing completion. The bridge carries one track.<sup>12</sup>

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1. Comment. Information on the construction of the Nordwestring Berlin, work on which was started on 1 October 1952, was transmitted previously. In 1953, the line is to be built only as far as Brieselang.

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2. Comment. The Magerviehhof railroad station is located northeast of Berlin-Lichtenberg railroad station. It was frequently mentioned as the destination of supply shipments for the Soviet occupation forces and the Volkspolizei. The VP established a large supply depot there. The construction work reported is probably designed to improve traffic facilities at the railroad station.

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3. Comment. It has been known that a branch line was being built from Sagard to Glowe in connection with the establishment of a naval base on Jasmunder Bodden (Ruegenhafen project). See also paragraph 6 of the present report. It is believed that further railroad construction projects will be executed on Ruegen Island in connection with the Ruegenhafen project.

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4. Comment. This information refers to the reconstruction of a formerly double-track railroad line, which has been dismantled. The intended reconstruction of the railroad bridge over the Peene River near Karnin, which is on the Ducherow-Ahlbeck railroad line, was also reported . It is believed that the railroad construction projects mentioned are connected with the Swinemuende naval base.

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5. Comment. The intended reconstruction of this bridge, which was ordered for strategic reasons, was reported previously.

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6. Comment. The information refers to the remaining stretches of the Rostock-Warnermunde and Schwerin-Holthusen railroad lines. Work on the double-tracking of these lines was begun in 1952.

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7. Comment. A KVP unit is stationed at Sternbuchholz near Schwerin.

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8. Comment. Neubukow railroad station is frequently used as an entraining or detraining point by units moving to or from the Soviet AAA range at Wustrow.

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9. Comment. The reconstruction of the bridge over the Neisse River at Muskau was subsequently included in the 1953 railroad construction program, probably for strategic reasons.

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10. Comment. The construction of this bridge is connected with the Westring Berlin project. The bridge is on the line section between Wildpark and Michendorf, the construction of which was postponed to 1954.

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11. Comment. The information refers to the replacement of emergency bridges by permanent structures. Wuischke is on the Goerlitz-Radibor (Saxony) railroad line.

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12. Comment. The information refers to the replacement of a temporary bridge by a permanent structure. The bridge is on the Frankfurt/Oder-Lieberose-Cottbus railroad line.

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